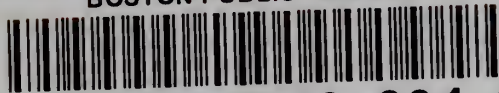


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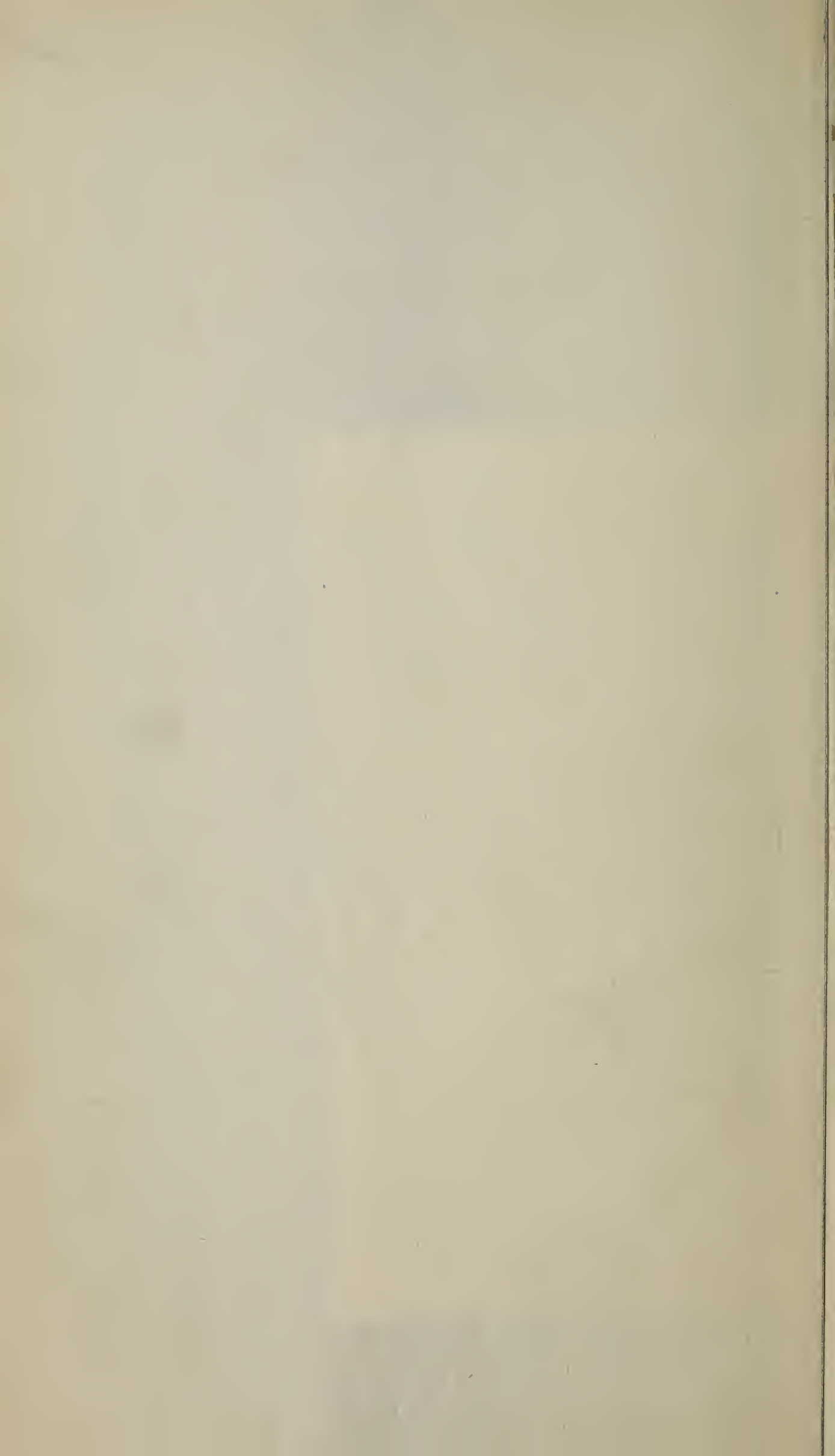


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SENATE.....No. 10.

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Commonwealth of Massachusetts.

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*To His Excellency the Governor of the Commonwealth of Massachusetts :*

SIR,—The Superintendent of Alien Passengers for the Port of Boston, respectfully presents a Report of his doings for the year ending Dec. 31, 1850, which embraces the number of vessels that have arrived with aliens on board, the nations represented by said vessels, and number of passengers brought therein, their condition, the port from whence they sailed, and how permitted to land. Also, such other matters, in relation to our alien and pauper laws, as have come under my observation ; in doing which, I beg to suggest some few alterations or amendments, for the better protection of the Commonwealth, as well as the alien and unfortunate emigrant.

I have boarded ten hundred and seven vessels, in which were brought the following numbers :—There have arrived in

54	American vessels, from Liverpool,	11,351
3	“ “ “ Ireland,	306
37	“ “ “ Brit. Provinces,	717
119	“ “ “ All other places,	3,417
213	—	15,791
39	English “ “ “ Liverpool,	4,438
36	“ “ “ Ireland,	3,991



682	English	vessels, from Brit. Provinces,	5,107	
29	"	" " " All other places,	482	
786	—		—	14,018
6	Swedish	" " Gottenberg,		158
1	Prussian	" " Galway, Ireland,		107
1	Russian	" " Malaga,		1
8	—			
<hr/>				
1007	Total.		Total,	30,075

They have been permitted to land as follows :—

For those who had been in the State before, and for which no security or commutation could be required,	. . . . .	5,680
Number of those who arrived previous to March 20, and for which no security taken, as per decision of the Supreme Court of the United States,	. . . . .	1,658
Number for which bonds have been received,	. . . . .	1,200
Number who have been commuted for by the masters, owners, consignees, or agents,	. . . . .	21,476
Number who died on the passage here,	. . . . .	61
<hr/>		
Total,	. . . . .	30,075

In addition to the foregoing, there have arrived, per schooner "Sir Robert Sale," from Westport, N. S., on the 30th of September last, nine persons who had but a short time previous been discharged or conditionally pardoned from the Coromandel and Tenedos, two of the British convict hulks lying at Bermuda. The persons so brought of course were not permitted to land, (see Revised Statutes, chap. 46, sect. 27.) The master of said schooner put them on board of another vessel bound for the British Provinces, where, I am informed, they all arrived safe.

The course pursued at that time will probably put a stop to any more being brought here by water ; but, from information which I have in my possession, no doubt exists in my own mind but that large numbers of those now at Bermuda will find their way into this State by the overland routes, unless something be done by the general government to put a stop to it.

The following are the receipts and expenditures for the year ending December 31, 1850:—

#### RECEIPTS.

Amount of Cash on hand, Jan. 1, 1850, . . .	\$703 43
“ Commutation for Passengers, . . .	42,952 00
	<hr/>
	\$43,655 43

#### Deduct

Amount paid back to 38 passengers, who had paid before, . . . . . \$76 00

Amount not collected, vessels cleared without paying, and which may not be recovered, . . . . . 8 00

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84 00

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\$43,571 43

#### LESS EXPENDITURES.

Office and Quarantine Boat, &c., . . . \$6,354 15

For assisting and sending away paupers, . . . . . 966 21

---

7,320 36

---

\$36,251 07

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There has been collected of obligors, on account of bonded passengers, in various cities, towns, and places in the Commonwealth, \$6,069 39; all which has been paid over to the several cities, towns, and parties for which the money was collected, and endorsements made upon the bonds, agreeable to instructions from the attorney general.

If as many emigrants arrive this year as the last, the receipts will be much larger; for, owing to the decision of the Supreme Court of the United States, no money could be collected until the passage of a new act, which took effect March 20, 1850; and the expenses will be some \$1,200, less much having been expended for repairs upon the boat, and for property now on hand.

The lawsuits commenced against me, and against the city of Boston, by James Cunningham, E. Train & Co., and Harnden & Co., for the repayment of money collected of alien passengers;



are still pending in the Supreme Court; and my counsel informs me that a final decision will not probably take place before April or May next, owing to the pressure of business in that court.

The money, \$13,800, remains in the Merchants Bank, under trustee.

Owing to the large number of alien passengers daily arriving from various states by railroads, and the many impositions practised upon the ignorant and unfortunate, by persons ready at all times to mislead the emigrant—thereby indirectly causing many to become a public charge to the Commonwealth, who would otherwise be able to find their way to friends, or where work could be obtained—I have felt it incumbent on me to prevent, as far as practicable, such impositions; and, after consulting with my superiors in office, I employed a person to look after all such alien passengers, who might arrive at either of the railroad depots in this city, with instructions to give them (should they appear destitute or ignorant) the best advice and directions possible, in finding their friends; and also to prevent any person from practising deception and fraud upon them. I am happy to believe, that the course thus adopted has been the means of aiding hundreds to their friends, both in and out of the State, who would otherwise now be living in some of our public institutions, at the expense of the Commonwealth.

In support of the above, I submit the following table, which will show the number and condition of those arriving by railroad, for the last eight months:—

Railroads.	Whole No. arrived.	No. poor and destitute, blind and lame.
Providence Railroad,	4,491	1,181
Worcester       “	2,882	933
Fall River       “	1,912	604
Eastern         “	869	74
Fitchburg       “	358	163
Lowell           “	274	95
Total,         .	10,786	3,050

No doubt that large numbers of the above have gone out of the State, as well as those arriving by water. Yet, with all the precaution taken, it will be seen by the following, that the pro-



portion of those arriving by railroads, now in the poorhouse, (Boston,) is much larger than of those arriving by water.

For five months, ending December 1, 1850, the whole number of emigrants arrived per railroads is 7,313. Of this number, there are now, or have been, in the almshouses of this city, 105. For these there is no security, nor has there been any commutation received. In the same time, there arrived by water, 13,596. Of these, 135 are now, or have been, in the poorhouse. A large number of these are there at the expense of their bondsmen, and for the balance, a commutation fee of two dollars for each has been received.

The condition of passengers arriving by water, at this port, was in all respects better than for the previous year, up to December 1. But of those who arrived in December, a difference is perceptible. In two or three vessels, the old ship fever of 1847 made its appearance very extensively, and may be attributed to the filthiness and stupidity of two or three families, who were sent to this country by their landlord, Mr. Fortescue, —he having contracted for and paid the passage of thirty-nine in one ship, the "South Carolina," and who landed here in a most deplorable condition.

By reference to the respective laws of New York and Massachusetts, (which are herewith presented,) it will be seen that there is a vast difference in the amount of security required. In New York, for the years 1848, '49, and '50, there have arrived more than 600,000 emigrants, from which less than 300 bonds of security (to remain) have been required, and those to remain in force ten years only; whilst in Boston, for the same time, there have landed less than 90,000, of which there has been required, under the law, security for 4,334, and that security to remain as long as the emigrant shall live. The result is, merchants, both here and in Europe, knowing the requirements of law in the several states, take advantage of the same, and send those the most likely to become chargeable, to such ports as will require the least security. To be more fully understood: passengers who contract in Europe to be landed in Boston, are sent to New York, and from there to Boston by railroad; thereby depriving Massachusetts of security or commutation for those who are the most expensive to her inhabitants and institutions.

Whether anything can be done for the further protection of the Commonwealth against pauperism, of course is for the wisdom of the legislative departments to decide; but it does appear to me not very unreasonable to suppose, that Massachusetts will be willing to give to one part of her citizens as ample protection as to another.

I believe the law relating to the carrying of passengers by water, is as stringent, perhaps, as is necessary; but as there appears to be no diminution of our pauper account, (which, to a very large extent, may be ascribed to those coming from the old country here, *via* of other states,) is it not reasonable to ask, if something cannot be done for the security of the Commonwealth for such persons thus coming into it.

I cannot omit mentioning another thing, which I believe would be of great importance to the State, and of lasting benefit to the emigrant. Many of those who come to this country have gone far to the interior, and are continually sending for their friends from the old country; while many who have capital sufficient, leave here for the west, as soon as landed: indeed, it has become a business of so much importance, that many are continually engaged in booking and ticketing through, to various parts of the country, those classes of people.

In many cases, the forwarding merchant is of much advantage to the emigrant; but there have been persons (runners) in the employ of these forwarding merchants, who have practised gross imposition and fraud.

Another branch of business has arisen, by the arrival of so many emigrants at this port, which gives an opportunity for the unprincipled to fleece the unfortunate stranger. I refer to the emigrant boarding houses, where heavy charges are made, and many other methods adopted, which indirectly throws upon the Commonwealth many who would otherwise be able to provide for themselves. I submit, therefore, whether the Legislature cannot authorize ——— to appoint some person or persons who shall attend to the whole matter of licensing as many houses as shall be deemed necessary, and also to attend to the forwarding of all emigrants going out of the State; with such provisions and restrictions as will prevent imposition, and secure to the Commonwealth a sufficient remuneration for expenses incurred. A similar course was found neces-



sary in New York; and, from the knowledge I possess of the whole matter, I verily believe it to be of great importance.

It appears to me, (as I stated in my last report,) that we are to have a very large share of the poor of Europe cast upon our shores; and, if such be the fact, it also appears reasonable that we should use all the means in our power, to have them of as little expense to our country, and be as profitable to themselves, as possible.

I know of no measures, nor have I heard any yet suggested, that would be the means of preventing an increase, or removing that already amongst us, of the surplus of foreigners, so much as the enactment of some law similar to that suggested above. It would reduce the expense, and thereby encourage and enable many to leave here for the Great West, who would otherwise remain, and eventually become a public charge; it would bring under the control of the State, those who would be called upon to board and lodge the emigrant, and prevent any imposition or fraud; it would secure ample remuneration to the Commonwealth for all expenses incurred, be of much service to the emigrant, and of great benefit to the inhabitants of this State, and its charitable institutions.

J. B. MUNROE,

*Superintendent of Alien Passengers.*





Jan. 1852

HOUSE....No. 47.

1851

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REPORT  
OF THE  
SUPERINTENDENT OF ALIEN PASSENGERS  
FOR THE PORT OF BOSTON.

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*To His Excellency the Governor, and their Honors of the  
Executive Council:*

GENTLEMEN,—I have the honor to present to your board a report of my doings as Superintendent of Alien Passengers for the port of Boston, from the 1st of January, 1851, to the 1st of January, 1852. In it is presented the number of vessels that have arrived with aliens on board, the nations represented by said vessels, number of passengers brought therein, their condition, the port from whence they came, and on what conditions they have been permitted to land.

There are matters not mentioned in the above, which have come under my observation, which will be introduced in their proper places.

I have boarded 1,149 vessels from all parts of the world, in which were brought 29,319 passengers, viz.:

In 67 American vessels from England,	13,787
“ 2 American vessels from Ireland,	398

In	44 American vessels from British provinces,	1,069	
"	7 American vessels from Fayal,	290	
"	135 American steamboats from American ports,	707	
"	73 American vessels from all other ports,	2,050	
<hr/>			
	328 total, in which were brought,		18,301
In	41 English vessels from England,	3,843	
"	13 English vessels from Ireland,	1,812	
"	706 English vessels from British provinces,	4,808	
"	5 Swedish vessels from Europe,	250	
"	2 Sicilian vessels from Europe,	33	
"	54 of all nations, from all parts,	272	
<hr/>			11,018
<hr/>			
	821 total. Total number in all vessels, from all nations,		29,319

And they have been permitted to land, in conformity with the law, as follows:

For those who were Americans, or had been in the State before, and for which no security or commutation could be required,	6,119
Number for which bonds have been taken,	1,718
" who have been commuted for,	21,382
" " died before landing,	100
<hr/>	
Total,	29,319

The following table presents the amount of receipts and expenditures :

#### RECEIPTS.

For 21,382 aliens, each at \$2,	\$42,764 00
" Boston on bonds,	\$5,182 50
" Roxbury, on bonds,	592 30



For Lowell, on bonds, . . .	\$945 00	
“ Worcester, . . .	93 58	
“ Cambridge, . . .	301 87	
	<hr/>	\$7,115 25

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\$49,879 25

Received for West Springfield, on bonds, . . .	\$14 37	
“ “ Holyoke, on bonds, . . .	4 00	
“ “ Somerville, on bonds, . . .	23 00	
“ “ Brighton, on bonds, . . .	25 00	
“ “ Gloucester, on bonds, . . .	43 79	
“ “ Concord, on bonds, . . .	189 19	
“ “ Danvers, on bonds, . . .	115 75	
“ “ Andover, on bonds, . . .	20 42	
“ “ Commonwealth, on bonds, . . .	1,225 80	
	<hr/>	1,661 32

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Total, . . . . . \$51,540 57

The foregoing amount has all been paid over to the parties for which it was collected, and reports made, from time to time, agreeable to law, to the treasurer of the Commonwealth, and vouchers for the same placed on file.

In my last report I estimated the receipts for the year 1851, for commutation fee, some \$6,000 more than what has been realized; the cause of course is the falling off of aliens arriving at this port by water.

The proper reason to be assigned for the decrease, may be found in the inequality of our laws, which do not protect us from the unfortunate aliens, but compels them to land in some other city, and take such modes of conveyance, as best they can, to reach our State, in a much worse condition than if they had come *direct* from Europe.

Arrived by water, in 1850, . . .	30,075	
“ “ land, in 1850, . . .	10,786	
	<hr/>	
Total, . . . . .	40,861	

Arrived by water, in 1851,	.	.	.	29,319
“ “ land, in 1851, .	.	.	.	16,654
				<hr/>
Total,	.	.	.	45,973

By the foregoing, it will be seen that the whole number who came into the State in 1851, was 5,112 more than the number which arrived in the year 1850, yet 756 less arrived by water in 1851 than came by water in 1850; and the same increase by land and decrease by water may be expected, should our laws remain as they now are. Besides, there are many who land in other states in consequence of the *severity* of our laws, and walk or beg their way to their friends in this State as best they can, after being eased of their little means by a class of persons known as forwarding runners, or runners for boarding-house keepers, who make a practice of various kinds of fraud to fleece the stranger.

By reference to the respective laws of New York and Massachusetts, the reasons present themselves too plainly to be mistaken, why people, bound from Europe to Massachusetts, take passage to New York, and other ports, rather than come here direct.

I am warranted in saying, that the operation of our present law has been the cause of sending many cargoes of merchandise to other cities, that would certainly have come here had our laws allowed them to bring passengers, with a certainty that, on their arrival, a certain sum (equal to any anticipated expense,) might be at once paid to the Commonwealth, and thereby release the master from any other anxiety or perplexity.

All must admit that many of the poor and sick among the passengers, are very expensive to the Commonwealth, and none can deny, with fairness, but that the labors of the young and healthy are of much advantage to our country. Whether the evils arising from the first class will balance the benefits derived from the latter, is a question which I have no doubt will be answered in the negative by all rational and reasonable men.

By a careful examination and calculation, I find the differ-



ence in receipts, as the law now is, and what they would have been, (for the last two years,) had the same course been adopted here as in New York, to be \$44,000 against the State.

The mistake is, in having our law perplexing and prohibitory, which is unconstitutional, (see Justice McLean's decision in supreme court at Washington, December, 1848,) rather than clear and protective.

The case of City of Boston *vs.* Homer and others, for the expenses of bonded aliens, has been given in favor of the city ; *exceptions taken.* —

The case of City of Roxbury *vs.* Goodwin has been settled by counsel, and amount received paid to Roxbury.

The suits of Harnden & Co., E. Train and Co., and James Cunningham *vs.* J. B. Munroe, each in the sum of \$20,000, are still pending, and \$13,800 remains in Merchants Bank under trustee.

The case of City of Boston *vs.* Capen and others, for bonded aliens under the law of 1837, is still pending. Those cases in which the cities of Boston and Roxbury are interested, are managed by the city solicitor.

The cases of Harnden & Co., Train & Co., and J. Cunningham *vs.* J. B. Munroe, are under the direction of S. D. Parker, Esq., County Attorney.

The city of Boston having a claim for expenses arising on certain persons known as bonded aliens, presented said claims to the *obligors* in New York, and being denied, a suit has been commenced, under the direction of counsel in New York.

All the foregoing cases have been pushed as rapid as possible, for trial, by the respective counsels. The *bonds* all having been taken, and expenses arisen since I have had the honor to hold the office of superintendent, it is necessary for me to give considerable time in looking up the proper evidence to sustain our counsel.

Two masters of vessels have been complained of for violation of first section of the alien act of 1850, and the matter settled under the advice of the attorney general and city solicitor.

A number of complaints have been made to me, by persons who had been imposed upon by certain forwarding houses, who

sold tickets for the far west, but which tickets were worthless for any distance beyond Albany. These cases have all been settled after some little trouble, much to the satisfaction of the injured party.

Boarding housekeepers here are fast getting in favor of adopting the course practised in some of our sister cities, by holding out inducements for the immigrants to remain in the city while their money lasts, and then turn them into the street penniless. Such a course oftentimes discourages, disheartens, and frequently breaks down and sends to the poorhouse the *victims* of these wicked *runners* and worthless landlords.

I know of no way in which so much protection can be given to the Commonwealth, in relation to these matters, as to have a license given to all engaged in either branch of the foregoing business, (from the commissioners,) and *bonds* required for a faithful performance of all duties. It would bring under the control of the commissioners a class of people, (to say the least some few of them,) who want looking after as much as any other respectable class.

Since my last report, a large number of the most unfortunate of Ireland's poor, from the estate of the Marquis of Lansdown, were landed in New York, and by assistance received there, found themselves in Boston. Being much perplexed with the statements made by them, under the best advice, (the committee of Legislature on foreign paupers,) I took measures to have a large number, at five several times, returned to New York, and notified the commissioners of immigration, that, inasmuch as they had received the commutation for them, they (not Massachusetts) were bound to look after them.

Eighty-two persons of the most expensive and disagreeable of paupers, have been sent out of the country to their respective homes.

Some 30 of the persons wrecked per ship Unicorn, were sent on here from New York, with a request from the commissioner to forward them to the British provinces, which was done, and all bills paid by said commissioners, which included funeral expenses of two that died in Boston.

During the past year, one firm in this city have stopped pay-



ment for a time, who have been engaged in bringing passengers to this State, and for which the Commonwealth hold their bonds to a considerable amount; and although the Commonwealth has good security in other names attached to said bonds, and therefore will not suffer any material loss from any expense arising, (such being the obligation of the bond,) yet, if the Legislature, in their wisdom, believe it necessary to have the bonding system still remain, I submit whether it should not be so far amended, as to limit the number which bonds shall be taken for, from any firm, no matter how responsible they may be.

It would relieve the examining officer of many perplexities in the discharge of his duty, and prevent the unprincipled demagogue and *ignorant* man of BUSINESS from *misrepresenting* the matter by crying out against the immense liabilities of A, B, or C, when in *fact* their liabilities are of a very trifling amount, and perhaps not one cent will ever be forfeited or called for.

It will (if limited by law,) not injure the merchant in any other branch of business if his bonds are refused, because the refusal is made upon a direct order of law, and not by the opinion or doubts entertained by any one man.

If a course is adopted similar to the one suggested by your Excellency, in your last message, all the evils complained of will be obviated.

More money will be realized, much additional navigation will enter our ports, trade and labor will increase, and we shall receive directly, in good health, with a little money in their pockets, many that will certainly come indirectly penniless and just ready for the hospital, should the law remain unchanged.

J. B. MUNROE,

*Superintendent of Alien Passengers.*

*January 31st, 1852.*





Jan. 1854

Jan 1854

SENATE....No. 10. 1752

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Commonwealth of Massachusetts.

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*To his Excellency the Governor, and their Honors of the Executive Council.*

Gentlemen :—

I have the honor to present to your Board, a Report of my doings, as Superintendent of Alien Passengers for the port of Boston, from February 15th to December 31st, 1853, inclusive; likewise from January 1st to February 14th, inclusive, under the supervision of the late J. B. Munroe; in which you will find presented, the number of vessels arrived with aliens on board, the nations represented by the said vessels, the number of passengers brought therein, the ports from which they came, on what conditions they were permitted to land, and their general condition.

I have boarded 2,000 vessels, from all parts of the world, in 1,119 of which were brought 28,040 passengers, viz. :—

In 54 American Vessels from England, . . .	12,913
4    "                    "                    "                    Ireland, . . .	789
2    "                    "                    "                    Sweden, . . .	520
80   "                    "                    "                    British Provinces, .	1,901
5    "                    "                    "                    Fayal, . . .	237
106 Steam-boats from American ports, . . .	351
70 Vessels from all other ports, . . .	319
<hr/>	<hr/>
321	17,030

In 39 English Vessels from England, . . . . .	4,853
4    "        "        "    Ireland, . . . . .	582
687    "        "        "    British Provinces, . . . . .	4,758
3 Swedish Vessels from Sweden, . . . . .	456
65 of all other nations, . . . . .	361
<hr/>	
798	11,010
321 American Vessels, . . . . .	17,030
<hr/>	
1,119	Total, . . . . . 28,040

There have been permitted to land, in conformity with the laws, as follows :—

For those who were Americans, or had been in the State before, and for which no security or commutation could be required, . . . . .	5,479
Number for which bonds have been taken, . . . . .	12
“    died before landing, . . . . .	159
“    commuted, \$2 each, . . . . .	21,905
“    extra commuted, . . . . .	263
“    arrived in American Steam-boats from American ports, liable to be returned to the State from which they came, . . . . .	222
<hr/>	
Total, . . . . .	28,040

The following table presents the amount of moneys received :

For 21,905 aliens, \$2 each, . . . . .	\$43,810 00
“    263    “    \$5 to \$25 each, . . . . .	3,007 00
“    fines for violating the laws, . . . . .	204 00
“    yacht Gipsev, . . . . .	600 00
“    Passenger Lists, . . . . .	14 94
“    net sales of old safe, . . . . .	21 60
From various persons, for assistance in sending paupers to Liverpool, . . . . .	229 10
Outstanding debts due the State prior to February 14th, collected and carried to the credit of the late J. B. Munroe, in account, . . . . .	384 00--\$48,270 64



Received on account of Bonded Aliens for the following towns and cities:—

City of Boston,	.	.	.	.	\$1,755 65
“ “ Lowell,	.	.	.	.	37 65
“ “ Roxbury,	.	.	.	.	279 28
“ “ Worcester,	.	.	.	.	2 17
“ “ Charlestown,	.	.	.	.	148 14
“ “ Lawrence,	.	.	.	.	86 75
“ “ Cambridge,	.	.	.	.	7 00
Town of Danvers,	.	.	.	.	41 42—\$2,358 06
Total,					<hr/> \$50,628 70.

The foregoing amount has all been paid over to the Treasurer, and to the parties for which it was collected, and reports made to the Treasurer of the Commonwealth, from time to time, agreeable to the law, and vouchers for the same placed on file—with the exception of a deficiency of \$671 55 in the account of the late Superintendent, from January 1st to February 14th, inclusive—there being available assets in the hands of his administrator, to meet this deficit.

During the past year, very many destitute, friendless, aged and infirm persons, have applied for and received assistance to return to Ireland, at their request,—many of whom came direct from various almshouses, and all would have become inmates of our almshouses, had they remained in this country; as all of them affirmed they had friends in Ireland who would take care of them, it was no less a deed of charity to the applicants themselves, than a saving of great expense to the State, to send them home. The whole number thus sent, is fifty-eight. The total expense of their passages, provisions, &c., amounting to \$829 02; of this sum, \$307 20 was contributed by various persons and towns in which they were located, leaving the net expense to the State of \$521 82, being a fraction short of \$9 for every person sent.

Eighty-eight paupers and destitute persons, part of them being extra commuted passengers, and others who were residents of other States, and of Canada, making application for

relief, were forwarded to the places where they belong—thereby relieving the State of many life-paupers.

Total expense thus incurred, . . . . .	\$339 87
Towards this was received, from various persons, . . . . .	\$23 75
From owners of vessels, in extra commutation, . . . . .	111 55
	<hr/> 135 30
Leaving the net amount of expense to the State,	\$204 57

Since March last, there have been written and mailed five hundred letters from the Alien Office, for newly arrived passengers, to their friends in all parts of the country, requesting the necessary funds to be forwarded, to enable them to proceed to them—which request was generally complied with. In the meantime, a watchful care has been kept over them, to see that they were not imposed upon, and on the arrival of their funds, an agent was sent to purchase their tickets, and to give such directions as to insure them a safe passage to their friends. No case has come to my knowledge, of any imposition being practised on the emigrant by runners or agents for boarding-houses; and as the system of vigilance now adopted is so well carried out, they would find it very unprofitable business.

As evidence of the good resulting from writing these letters, if considered merely in a pecuniary point of view, I need only say, that the amount of money received in answer to them, since the first of March last, for the benefit of the poor emigrants, is six hundred and ninety-nine dollars; and, when we add to this, the joyous and friendly greeting of friend with friend, the amount is immeasurably increased, beyond the computation of dollars and cents.

With regard to the character and condition of emigrants arrived at this port, the past year, I am pleased to say they have been far better than of any former year. Although the mortality has been so alarmingly great in emigrant ships arrived at ports in other States, there has been but very little sickness, and a smaller number of deaths than usual, on board of ships arrived at this port, from England and Ireland: the



greatest number of deaths in any one ship, being fourteen; and, in this instance, the ship arrived in the depth of winter, after a long and boisterous passage.

Perhaps it would not be of any disadvantage to the emigrant and the public in general, to mention here the admirable system adopted by the only regular line of packet ships from this port to Liverpool. An abstract of the number brought by them since the first of January, 1853, and the very small ratio of deaths which occurred, will convince the most sceptical, that the greatest possible care was paid in the selection of their food, and suitable attention given by the owners to the proper ventilation and to the cleanliness of their ships, through the unwearied efforts of officers having charge of them. To their agents here, great praise is due, for the prompt manner in which the poor emigrant is forwarded to his new home—to all parts of our country. To those bound to the Western States, an agent accompanies them, to protect them from imposition, and from the snares of the unprincipled.

Out of 13,847 passengers landed here, only 54 deaths occurred on the passage; the greatest proportion were from the aged and infants. All other ships from the same ports, have been equally fortunate, and the result is, that the passengers were well and strong, and able to go to work immediately on landing—thereby lessening the chance of ever becoming a burden to the State or country.

From what I have learned of former emigration from Ireland, and from my own observation, I am fully convinced there has been much less suffering among the emigrants the past year, and that they are a better and more intelligent class of persons, than have arrived in former years, and better calculated to become good citizens. By far the greatest portion of them leave here immediately on landing, for the manufacturing cities, and for the Western and other States.

In relation to emigrants from Sweden; they have been less fortunate. In five vessels arrived from Gottenburg, with 969 passengers, there have occurred 92 deaths. In the ship where 62 deaths occurred, the number being larger than in any other vessel, was probably much increased by the cholera, then raging at the port they left; many came on board sick with the disease, 40 having died the first fifteen days out. The deaths

on board of this and one other vessel, are doubtless to be attributed in part, to improper food, the passengers, per contract, furnishing their own provisions; this, connected with their using water put into oil casks, must have greatly increased the mortality.

The emigrants from one ship were all landed at Deer Island, where they were well cleansed and recruited, and the ship purified before permitted to land the passengers in the city. The emigrants by the above ships, left immediately on landing, for the West.

In conformity with the law passed in April, 1853, in relation to passengers in transit, I have refunded \$2,898 for 1,449 passengers, which were forwarded chiefly to Buffalo, Chicago, and other Western cities. With regard to the working of that law, as far as we can now judge, its effects are beneficial, both to the State, the commercial interest, and to the emigrants themselves.

The owners and consignees are anxious, and even willing, in cases of extreme destitution, to have them forwarded to the West at their expense, as the surest method of preventing their ever becoming any further expense, either to the State or to themselves. Their removal also is greatly to the advantage of the emigrants, as they are sure of finding immediate employment in the new States. The only objectionable feature in the law, is to be found in the latter clause of the first section, which, if amended, would save considerable expense to the State.

In closing my remarks, it affords me satisfaction to acknowledge the readiness and fidelity with which the duties of the several departments have been performed, by those in my employ.

All which is respectfully submitted,

A. G. GOODWIN,

*Superintendent of Alien Passengers.*

*in 1854.*

*about  $\frac{166}{417}$  of 24,800 amount  
out of State.*



Animals in 1884 in Boston by sea

Total number for foreign ports  
of every nation 31,000

never been before in foreign 24,800

Estimated to have come

from other states foreign 13,000

Total for

~~15,830~~

37,830

Banded under skin

24

Supposed number of these  
hinds 1500

who went out of the state  
German

700

Irish

33

"

61

"

81





# HOUSE....No. 17.

## Commonwealth of Massachusetts.

*To His Excellency the Governor, and their Honors of the Executive Council:—*

GENTLEMEN :—On the commencement of another year, I have the honor to present to your Board, my Annual Report as Superintendent of Alien Passengers for the Port of Boston, from the first of January, 1855, to the first of January, 1856.

The number of vessels boarded by me, with passengers on board, is 910, from different parts of the world. Total number of passengers, 20,853, viz. :—

In	35	American vessels from England,	.	.	.	8,620
	83	“ “ from British Provinces,	.	.	.	1,928
	3	“ “ from Antwerp,	.	.	.	607
	2	“ “ from Gottenburg,	.	.	.	264
	68	“ “ from other ports,	.	.	.	573
						<hr/>
	191	American vessels,	.	.	.	11,992
In	31	English vessels from England,	.	.	.	3,938
	645	“ “ from British Provinces,	.	.	.	4,519
	1	Swedish vessel from Gottenburg,	.	.	.	23
	1	French, from Marseilles,	.	.	.	50
	44	vessels from other ports,	.	.	.	331
						<hr/>
						8,861
						<hr/>
	910	total number of vessels,				20,853

There have been permitted to land, in conformity with the laws, as follows:—

For Americans, and those who have been in the State before, and for whom no security or commutation could be required, . . . . .	8,128
Number for whom bonds have been taken, . . . . .	238
“ died on the passage, . . . . .	14
“ commuted at \$2 each, . . . . .	12,364
“ extra commuted, . . . . .	109
	<hr/>
	20,853

The following statement shows the birthplace of Aliens who have entered this port the past year:—

England, . . . . .	2,534
British Provinces, . . . . .	4,796
Ireland, . . . . .	7,614
Scotland, . . . . .	512
Germany, . . . . .	597
Prussia, . . . . .	245
Sweden, . . . . .	345
Canada, . . . . .	394
France, . . . . .	185
Italy, . . . . .	86
Poland, . . . . .	14
Hungary, . . . . .	4
Austria, . . . . .	5
Bavaria, . . . . .	5
Africa, . . . . .	8
Portugal, . . . . .	261
West Indies, . . . . .	16
Holland, . . . . .	32
Denmark, . . . . .	13
Spain, . . . . .	19
East Indies, . . . . .	22
Belgium, . . . . .	48
Western Islands, . . . . .	204
Tuscany, . . . . .	18



Cuba, . . . . .	27
Smyrna, . . . . .	10
Cape of Good Hope, . . . . .	12
Mexico, . . . . .	8
Russia, . . . . .	5
China, . . . . .	2
Norway, . . . . .	3
Bremen, . . . . .	3
Brazil, . . . . .	7
Nations unknown, . . . . .	259
<hr/>	
Total number of Aliens, . . . . .	18,313

*Cash Receipts for the year.*

Commutation fee for 12,364, at \$2 each, . . . . .	\$24,728 00
Extra commutation from \$5 to \$25 each, 109 passengers, . . . . .	1,792 00
From various persons, for assisting paupers to Liverpool, . . . . .	186 00
Commutation fee for passengers landed at Orleans,	56 00
Received on account of a bonded passenger, . . . . .	12 37
<hr/>	
	\$26,774 37

In conformity with the law passed in April, 1853, in relation to passengers in transit, I have refunded the sum of \$2,540 for 1,270 passengers, who were chiefly forwarded, *via* Chicago, to all parts of the Western States. The number of sick landed at Rainsford Island Hospital, from different ships arrived within the year, is four,—the expenses of which have been paid by owners of vessels in which they came. Many destitute and infirm persons, most of whom, having been here many years, have applied for and received assistance to return to their native land, and a few have been sent by order of the Police Court.

Most of these were from our almshouses, and all, probably, would have contributed to swell the number in those institutions had they remained here. Thus both State and immigrant have been mutually benefited by transmission to their native land. The number thus sent, is 286; the total amount of their

passage, provisions, &c., is \$4,555. Of this sum, \$380.50 in money, provisions and bedding, was contributed by various persons; leaving the net cost to the State, \$4,174.50, or \$14.59 for each person sent.

Four hundred and forty-three paupers and destitute persons, part of them being extra commuted passengers, and others residents of different States and the Canadas, having made application for relief, were forwarded to the State where they belonged,—thereby relieving the State of many life paupers.

Total expense thus incurred, . . . . .	\$1,621 00
Towards this was received from various persons, . . . . .	\$42 50
Received for extra commutation, . . . . .	120 00
	<hr/> 162 50
	<hr/> \$1,458 50

Leaving the net amount of expense to the State, \$1,458.50.

Others have also been sent to the States where they had legal residence, from the State Almshouses, as will appear by the Annual Report of Commissioners for Aliens and State Paupers.

Immigration, during the past year, as appears by this Report, has decreased about one-third; which was not unanticipated, and is, in a great measure, to be attributed both to the European war, and to efforts of the English government to induce the embarkation of their people for Australia, and also to the high rate of wages in their own country.

Immigrants arrived here the past year are generally those sent for by their friends or family connexions, and have gone directly to their several places of destination, without receiving aid from the State, with but few exceptions. Those in good health, but who were destitute and friendless, have, through the assistance of our Agents, found employment chiefly in country towns.

The expenses of the sick and disabled were liquidated by owners of vessels in which they came; of the latter class there are few, compared with former years,—the number having been much diminished by merchants refusing to sell tickets to any



who have ever been inmates of almshouses, and to all disabled or deformed persons.

Although many thus are virtually prohibited from landing at this port, still the number of this unfortunate class among us is not very sensibly lessened, as many from the old country arrive at other ports, and soon find their way to this State, and help to fill up our almshouses.

If the towns within the State would attend more particularly to our State laws, regarding paupers, we should not be at the expense of supporting so many whose legal residence is in other States.

The health of immigrants landing has been far better than in former years,—the number of deaths on the passage having been only fourteen, and a large portion of these were infants.

The decrease of immigration from Sweden the past year has been much greater than from any other port: three hundred and forty-five, only, having arrived, against the number of fifteen hundred and thirty-nine in the preceding year,—all of whom were in good health, and nearly all left immediately for the West.

From the best information I can obtain from persons interested, both in this country and abroad, Immigration will be still less the ensuing year.

In conclusion, allow me to assure your Excellency, and the Honorable Council, that no pains on my part will be spared, so to conduct the management of business pertaining to my department, as to avoid all unnecessary expenditure consistently with a charitable regard for the unfortunate and friendless, and a proper respect for the interest and honor of the Commonwealth.

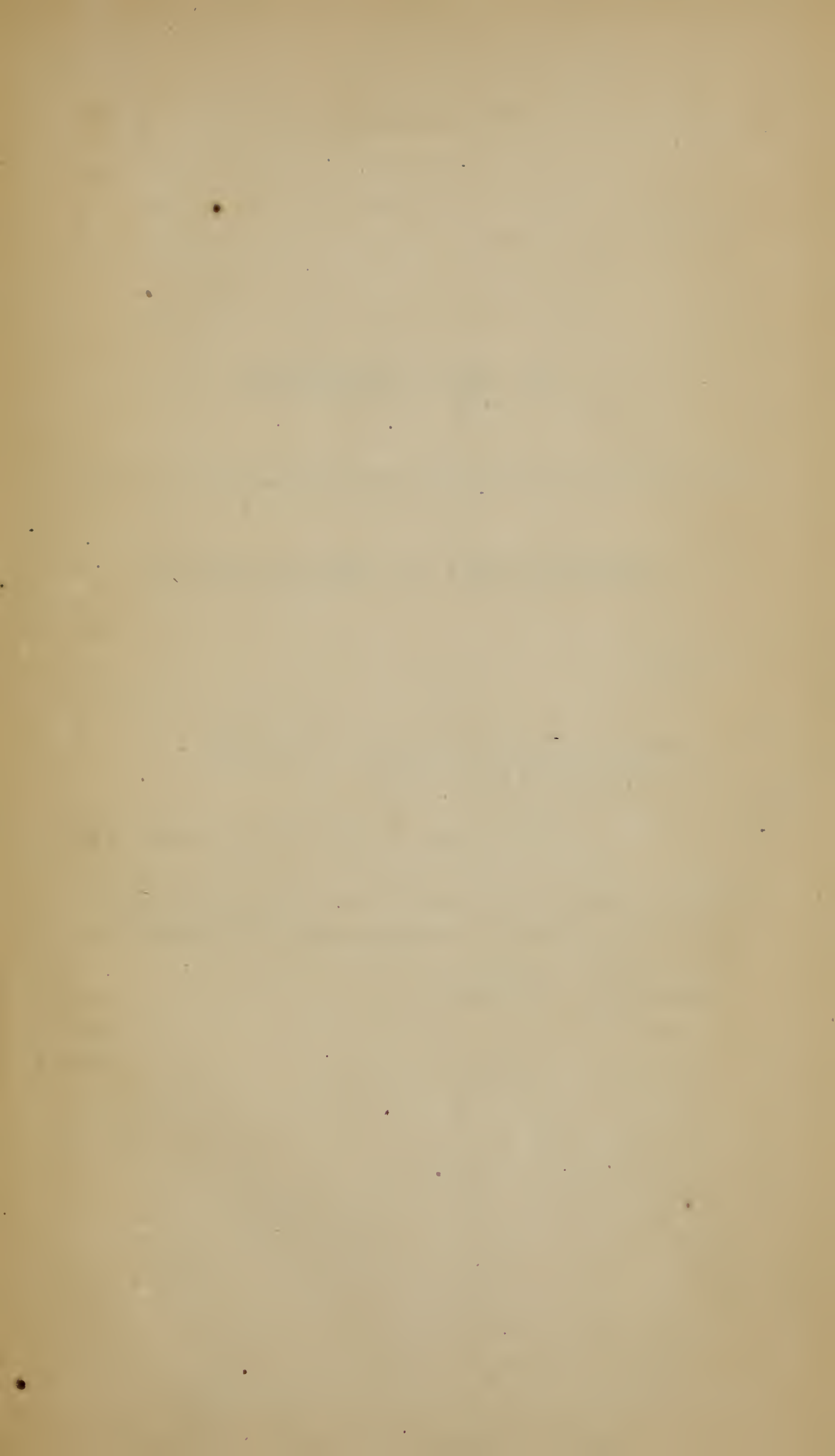
All of which is respectfully submitted.

A. G. GOODWIN,

*Superintendent of Alien Passengers.*











# HOUSE....No. 17.

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## Commonwealth of Massachusetts.

EXECUTIVE DEPARTMENT, COUNCIL CHAMBER, )  
Boston, January 17, 1857. (

*To the Speaker of the House of Representatives :—*

I transmit herewith, for the use of the Legislature, the Annual Report of the Superintendent of Alien Passengers.

HENRY J. GARDNER.

## Commonwealth of Massachusetts.

*To His Excellency, the Governor, and their Honors, the Executive Council :—*

GENTLEMEN,—

With the return of another year I again have the honor of presenting to your Board my Annual Report, as Superintendent of Alien Passengers for the Port of Boston, from the first of January, 1856, to the first of January, 1857.

The number of vessels boarded by me, having passengers on board, are 910—from various parts of the world. Total number of passengers, 21,912, as follows, viz. :—

In 36 American vessels from England, . . .	9,492
80 “ “ “ British Provinces, . . .	3,524
5 “ “ “ Antwerp, . . .	310
5 “ “ “ Fayal, . . .	282
3 “ “ “ Gottenburg, . . .	158
55 “ “ “ other places, . . .	76
<hr/> 184 American vessels, . . .	<hr/> 13,842
In 32 English vessels from England, . . .	2,952
669 “ “ “ British Provinces, . . .	4,818
25 “ “ “ other places, . . .	300
<hr/> . . .	<hr/> 8,070
910 total number of vessels, . . .	21,912

There have been permitted to land, in conformity with the laws, as follows :—



Americans, and those who have been in the State before, for whom no security or commutation fee could be required, . . . . .	8,540
Number for whom bonds were taken, . . . . .	39
“ died on the passage, . . . . .	17
“ commuted, at \$2 each, . . . . .	13,245
“ extra commuted, . . . . .	71
	<hr/>
	21,912

The following statement shows the birthplace of aliens who have entered this port the past year:—

England, . . . . .	3,961
British Provinces, . . . . .	6,523
Ireland, . . . . .	6,853
Scotland, . . . . .	548
Germany, . . . . .	188
Prussia, . . . . .	28
Sweden, . . . . .	187
Canada, . . . . .	104
France, . . . . .	127
Italy, . . . . .	47
Poland, . . . . .	6
Hungary, . . . . .	12
Austria, . . . . .	7
Bavaria, . . . . .	5
Portugal, . . . . .	127
West Indies, . . . . .	2
Holland, . . . . .	26
Spain, . . . . .	25
East Indies, . . . . .	5
Chili, . . . . .	8
Belgium, . . . . .	198
Western Islands, . . . . .	171
Cuba, . . . . .	12
Mexico, . . . . .	4
Russia, . . . . .	5
China, . . . . .	2
Turkey, . . . . .	4

Switzerland, . . . . .	15
Rome, . . . . .	7
Greece, . . . . .	2
Nations unknown, . . . . .	220

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Total number of Aliens, . . . 19,429

*Cash Receipts for the year.*

Commutation fees, for 13,245 passengers, at \$2 each,	\$26,490 00
Extra commutation fees, from \$5 to \$30 each, for	
71 passengers, . . . . .	1,332 00
Cash received from various persons, for assisting	
paupers and destitute persons to Liverpool, . . .	185 00
	<hr/>
	\$28,007 00

The above amount has been paid over to the Treasurer of the Commonwealth, and reports made to him from time to time of all disbursements, agreeably to law, and vouchers for the same placed on file.

In conformity with the law passed in April, 1853, in relation to passengers in transit, I have refunded the sum of \$5,574 for 2,787 passengers, who were forwarded via Chicago to all parts of the Western States.

Many others have also left within the same time for the same destination ; the owners of the vessels which brought them preferring to pay the commutation fees, rather than have them refunded, as the receipt they would give for the fees so refunded would, according to the statutes, be equivalent to giving a bond for five years, for each and every passenger.

About two thousand of the passengers in transit, from England, Scotland and Wales, were Mormons, and went direct to Salt Lake, Utah Territory.

Many destitute and infirm persons, most of whom, residents here many years, have applied for and received assistance to return to their native land. Most of these were inmates of our almshouses, and all, probably, would have become such had they remained here. The number thus sent is 193 ; the total amount paid for their passage, including provisions and bedding, is \$3,491.75. Of this sum \$318.25 in money and bedding, and



in some cases tickets were purchased, through the aid of various persons, friends to the passengers, leaving the net cost to the State, \$3,173.50, or \$16.44 for each person sent.

Four hundred and eighty-three paupers and destitute persons, part of whom being extra commuted passengers, and others, residents of different States, the two Canadas and Nova Scotia, having made application for relief, or to be sent to our almshouses, were forwarded to places where they had legal residence, thereby relieving the State of many who otherwise must have become a public burden.

Total expense thus incurred,	. . . . .	\$1,481 81
Towards this was received for extra commutation,		220 00
		<hr/>
Leaving net amount of expense,	. . . . .	\$1,261 81

Others also have been sent to their legal residences, from our State almshouses, as will appear (and as also will appear some other interesting details) in the Annual Report of Commissioners for Aliens and State Paupers.

Immigrants were, for the most part, sent for by their friends, or family connexions, and immediately left for their various places of destination, without receiving aid from the State.

The expenses of the sick and infirm were liquidated by the owners of the vessels in which they came. Of this class the number is small.

The health of immigrants and their general condition is much improved, compared with former years. The number of deaths on the passage were but seventeen, including a number of infants. The number of sick landed at Rainsford Island the past year, was sixteen: disease, smallpox. Their expenses were also paid by owners of vessels which brought them here.

In conclusion, permit me to assure your excellency and the honorable council, that it will ever be my constant endeavor so to discharge the duties, and conduct the business pertaining to my department in such manner as the interest of the Commonwealth, a proper regard to economy, and the wants and suffering of a common humanity, may seem to require.

All of which is respectfully submitted,

A. G. GOODWIN.









# PUBLIC DOCUMENT.....No. 18.

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## Commonwealth of Massachusetts.

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1857

*To His Excellency the Governor, and the Honorable the Executive Council:—*

GENTLEMEN :—In pursuance to an Act of the last legislature, “in relation to Public Reports and Documents,” I herewith have the honor of presenting to your board my report as Superintendent of Alien Passengers, for the port of Boston, for the last nine months, from January 1, 1857, to September 30, 1857, inclusive.

In 23 American vessels from England, . . .	6,566
64 “ “ Br. Provinces, . . .	1,916
2 “ “ Antwerp, . . .	69
6 “ “ Fayal, . . .	450
5 “ “ Gottenburg, . . .	621
47 “ “ Other places, . . .	57
<hr/>	
147 American vessels, . . . . .	9,679
In 26 English vessels from England, . . .	2,001
429 “ “ Br. Provinces, . . .	4,002
41 “ “ Other places, . . .	462
<hr/>	
6,465	
1 Dutch vessel from Antwerp, . . .	139
1 Swedish vessel from Gottenburg, . . .	184
<hr/>	
645 Total vessels. Total passengers, . . .	16,467

There have been permitted to land, in conformity with the laws, as follows:—

Americans and those who have been in the State before, for whom no security or commutation fee could be required, . . . . .	6,131
Number for whom bonds were taken, . . . . .	13
Died on the passage, . . . . .	22
Commutated at \$2 each, . . . . .	10,263
Extra commuted, . . . . .	38
	<hr/>
	16,467

The following statement shows the birth place of aliens who have entered this port the past year:—

England, . . . . .	1,712
British Provinces, . . . . .	4,432
Ireland, . . . . .	4,547
Scotland, . . . . .	295
Germany, . . . . .	509
Prussia, . . . . .	11
Sweden, . . . . .	960
Canada, . . . . .	57
France, . . . . .	124
Italy, . . . . .	101
Poland, . . . . .	5
Hungary, . . . . .	9
Austria, . . . . .	14
Bavaria, . . . . .	4
Portugal, . . . . .	15
West Indies, . . . . .	23
Holland, . . . . .	125
Spain, . . . . .	40
East Indies, . . . . .	11
Chili, . . . . .	2
Belgium, . . . . .	7
Western Islands, . . . . .	733
Cuba, . . . . .	63
Mexico, . . . . .	1
Russia, . . . . .	2



China, . . . . .	1
Turkey, . . . . .	5
Switzerland, . . . . .	13
Rome, . . . . .	2
Greece, . . . . .	3
Nations unknown, . . . . .	75
<hr/>	
Total number of aliens, . . . . .	13,901

## CASH RECEIPTS.

Commutation fees for 10,263 passengers at \$2 each, . . . . .	\$20,526 00
Extra commutation fees, from \$5 to \$25 each, for 38 passengers, . . . . .	775 00
Cash received from various persons, for assisting paupers and destitute persons to Liverpool, . . . . .	189 00
<hr/>	
	\$21,490 00

The above amount has been paid over to the treasurer of the Commonwealth, and reports made to him, from time to time, of all disbursements, agreeably to law, and vouchers for the same placed on file.

In conformity with the law passed in April, 1853, in relation to passengers in transit, I have refunded the sum of \$3,744, for 1,872 passengers, who were forwarded *via* Chicago, to all parts of the Western States.

Many destitute and infirm persons, residents here many years, have applied for, and received assistance to return to their native land. Most of these were inmates of our almshouses, and probably all would have become such, had they remained here. The whole number thus sent, in the three first quarters of the current year, ending September 30th, are 132; the total amount paid for their passage, including provisions and bedding, is \$2,356.75. Of this sum, \$288 in money, bedding, and in some cases, tickets purchased, through the assistance of friends to the passengers, leaving the net cost to the State, \$2,068.75, or \$15.67 for each person sent. Three hundred and ninety-six paupers and destitute persons—part of whom being extra commuted passengers, and others, resi-

dents of the different States, the two Canadas, and Nova Scotia, having made application for relief, or to be sent to our almshouses, were forwarded to places of their legal residence—thereby relieving the State of many who otherwise would have become a public burden.

Total expense thus incurred, . . . . .	\$1,279 40
Towards this was received for extra commutation, . . . . .	175 00
	<hr/>
Leaving the net amount of expense . . . . .	\$1,104 40

Others from our State almshouses have also been sent to their legal residences, as will appear—together with other interesting details—in the Annual Report of Commissioners for Aliens and State Paupers.

Immigrants, as has been the case for the two years preceding, were generally sent for by their friends or family connexions, and on arriving, immediately left the city for their several places of destination, without assistance from the State.

The expenses of the sick and infirm immigrants are in all cases defrayed by the owners of the vessels in which they came.

The health and the general condition of immigrants, compared with former years, is much improved, the number of deaths on the passage, in which are included several infants, being only 22; the number of sick landed at Rainsford Island the current year, only four; disease, ship fever. Their expenses were paid by the owners of the vessels which brought them here.

In concluding my Report, I will only say, that in discharging the duties pertaining exclusively to my official department, as Superintendent of Alien Passengers, I shall ever be governed by a due regard to the physical wants and condition of the immigrant, as also to the honor and interest of the Commonwealth.

All of which is respectfully submitted.

A. G. GOODWIN.

PUBLIC DOCUMENT.....No. 15.

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ANNUAL REPORT

1858

OF THE

SUPERINTENDENT OF ALIEN PASSENGERS

FOR THE

PORT OF BOSTON,

1858.

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## Commonwealth of Massachusetts.

*To His Excellency the Governor, and the Honorable Executive Council :—*

GENTLEMEN,—I have the honor herewith to present the Annual Report of the Superintendent of Alien Passengers for the port of Boston, from September 30, 1857, to September 30, 1858.

The whole number of passengers arriving at the port of Boston the past year was 11,587, in 760 vessels from all parts of the world, as follows :—

In 17 American vessels from England, . . .	2,465
70           “           “   Br. Provinces, . . .	1 770
4           “           “   Gottenberg, . . .	191
5           “           “   Fayal, . . .	396
60           “           “   other places, . . .	193

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156 American vessels, . . . . .	5,015
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In 26 English vessels from England, . . .	2,406
538   “           “   from Br. Provinces, . . .	4,034
1   “   steamer from Galway, . . .	38
39   “   vessels from other places, . . .	94

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	6,572
--	-------

760 vessels.

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Total number of passengers, . . .	11,587
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Of these the number of Americans and others of whom no commutation fee could be required was,	. . .	7,022
Number commuted at \$2 each,	. . .	4,456
extra commuted,	. . .	72
for whom bonds were taken,	. . .	23
who died on the voyage,	. . .	14
		<hr/>
		11,587

The aliens who arrived at this port the past year, were natives of the following countries, viz.:—

England,	. . . . .	1,279
British Provinces,	. . . . .	4,507
Ireland,	. . . . .	2,659
Scotland,	. . . . .	221
Germany,	. . . . .	110
Prussia,	. . . . .	15
Sweden,	. . . . .	168
Canada,	. . . . .	98
France,	. . . . .	92
Italy,	. . . . .	37
Poland,	. . . . .	11
Hungary,	. . . . .	7
Austria,	. . . . .	8
Bavaria,	. . . . .	9
Sardinia,	. . . . .	3
Africa,	. . . . .	12
Tuscany,	. . . . .	10
Portugal,	. . . . .	289
West Indies,	. . . . .	21
Holland,	. . . . .	11
Spain,	. . . . .	55
East Indies,	. . . . .	9
Chili,	. . . . .	8
Belgium,	. . . . .	9
Western Islands,	. . . . .	167
Cuba,	. . . . .	17
Mexico,	. . . . .	8
Turkey,	. . . . .	14



Russia, . . . . .	11
China, . . . . .	8
Switzerland, . . . . .	13
Rome, . . . . .	7
Greece, . . . . .	9
Egypt, . . . . .	7
Denmark, . . . . .	6
South America, . . . . .	9
Nations unknown, . . . . .	71
Total, . . . . .	<hr/> 9,995

## CASH RECEIPTS FOR THE YEAR.

Commutation fees for 4,456 passengers at \$2 each,	\$8,912 00
Extra commutation fees, from \$5 to \$25, for passengers, . . . . .	1,368 00
Cash received from various persons, for assisting paupers and destitute persons to Liverpool, .	175 00
Total, . . . . .	<hr/> \$10,455 00

which sum has been paid into the treasury of the Commonwealth, and quarterly reports made to the treasurer of all disbursements, and vouchers for the same placed on file.

The amount refunded to passengers in transit is \$450, for 225 passengers.

I would suggest that the Act passed April, 1853, relative to refunding amount of commutation fee in case aliens leave the State, be so far amended as that it shall read, when they leave this State for any other of the United States than New England and New York. It is extremely difficult to identify an alien who has thus had his or her commutation fee refunded, who may have returned within the five years from one of the neighboring States or the Provinces, and become a pauper.

The past year has been the most severe ever known since our present system of charities was commenced for the poor and destitute; and notwithstanding the vast amount expended in private and public charities, by individuals, churches, and charitable associations, the public institutions of the State have been, a large part of the year, crowded with alien paupers.

Many of these were infirm, and persons not likely ever to be able to maintain themselves, who were anxious to return to their native land. In many instances, persons have been sent home who were not inmates of our almshouses, but would inevitably be, if not sent; many of these have been assisted in part by their relatives or friends, and in no instance have they been returned without their own consent and the consent of their friends.

Most of this business has been done in this office, although it more properly belongs to the Alien Commission, who have recently made some change in the system, and to whose report I would respectfully refer you.

How far this charity should be exercised, and whether it is a practice beneficial to the Commonwealth, I leave to your better judgment to determine.

The whole number of persons sent home the past year is 342. The total amount paid for their passage, including provisions and bedding is \$6,472.44. Of this sum, \$175 was contributed by the relatives or friends of the persons sent, leaving the net cost to the State \$6,297.44, or \$18.41 for each person sent.

In addition to the number sent to Liverpool and elsewhere in Europe, 1,074 persons have been sent to various places in the United States, the Canadas and British Provinces, where they had settlements, a home, or friends; the whole cost of their transportation was \$3,464.26, or \$3.22½ each.

The effect of the great financial crisis is strikingly apparent in the falling off in immigration the past year.

The annual report of the British Emigration Commissioners states that "the number of emigrants who returned from the United States during the year was 15,448, of whom 11,154 arrived in the last half of the year, during the progress of the commercial crisis. Last year the remittances from the United States by previous Irish emigrants, to enable their friends to join them, amounted to only £593.165, while the average of the preceding ten years was about a million sterling.

The whole number of immigrants who arrived at the port of New York from September 30, 1857, to September 30, 1858, was 99,411; the whole number that arrived during the same period of time from September 30, 1856, to September 30, 1857, was 185,602.

It will be observed that the number of immigrants arriving at this port has proportionably decreased with the amount of the remittances to Great Britain, and also to the number received at the port of New York the past year.

That much to be dreaded pestilence, yellow fever, which has been so prevalent at some of the ports of the Union, has not reached ours in any immigrant vessels, but quarantine regulations were enforced by the government of the city of Boston from June 21, to November 1, inclusive, and the following vessels were boarded from Deer Island :—

Ships,	.	.	.	.	.	.	.	33
Barks,	.	.	.	.	.	.	.	71
Brigs,	.	.	.	.	.	.	.	70
Schooners,	.	.	.	.	.	.	.	42
Total,	.	.	.	.	.	.	.	216

Whole number landed at Deer Island of yellow fever,	8
of deaths, . . . . .	2
landed at Deer Island with smallpox,	4
of deaths, . . . . .	None.
of vessels that had sickness on board during voyage,* . . . . .	15
of vessels that had deaths on board during voyage, . . . . .	26
of vessels that had sickness while in port, (abroad,) . . . . .	18
of vessels that had deaths on board while in port, (abroad,) . . . . .	26
of persons sick on board the different vessels during voyage, . . . . .	46
of persons died on board the different vessels during voyage, . . . . .	35
of persons sick in port belonging to different vessels, . . . . .	51
of persons died in port belonging to different vessels, . . . . .	46

\* Those vessels noted as having "sickness," had no deaths.



Most of the cases of sickness and death on board these vessels was caused by yellow fever.

The emigrant vessels have been remarkably free from sickness, only one vessel arriving with contagious disease (smallpox) on board. The whole number sent to Rainsford Island by the Superintendent is . . . . . 9

Smallpox, . . . . . 7

Enciente, . . . . . 1

Fell down hatchway, . . . . . 1

— 9

I would respectfully call your attention to the fact that some further provision, should, in my judgment, be made for the collection of the commutation fees and taking bonds on passengers landed at some of the other ports in this State; and I would take the liberty to suggest, that it would be well to have such officers appointed, to be paid from the fees collected, so much per passenger liable to commutation tax, at the ports of Newburyport, Gloucester, Manchester, Salem, Hingham, Plymouth, Provincetown, Nantucket and New Bedford, as would *more effectually* enforce the law, and thus save to the Commonwealth a considerable sum now lost, and prevent the landing of destitute and infirm aliens to become a burden upon her charities.

If the overseers of the poor in many of the cities and towns would use more exertions to find the residence of paupers, and in returning them to the States in which they landed, it would save much expense and trouble to the State.

All of which is respectfully submitted.

EDWARD HAMILTON,

*Superintendent of Alien Passengers for the Port of Boston.*

X  
PUBLIC DOCUMENT..... No. 16.

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ANNUAL REPORT

OF THE

SUPERINTENDENT OF ALIEN PASSENGERS

FOR THE

PORT OF BOSTON,

1861.  
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## Commonwealth of Massachusetts.

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*To His Excellency the Governor, and the Honorable Council :*

Herewith I have the honor to present my Annual Report, as Superintendent of Alien Passengers for the Port of Boston, from September 30, 1860, to September 30, 1861.

The whole number of passengers arriving at this port the past official year, was 12,099, in 661 vessels from foreign ports, as follows, viz. :

In	24	American vessels from England,	.	.	.	2,013
	89	“ “ “ British Provinces,	.	.	.	3,687
	34	“ “ “ other places,	.	.	.	503
						<hr/>
	147					6,203

In	30	English vessels from England, .	.	1,813
	448	“ “ “ Br. Provinces, .	.	2,993
	2	Galway steamers from Ireland, .	.	857
	6	Swedish vessels from Gothenburg, .	.	138
	28	English vessels from other places, .	.	95
				<hr/>
				5,896
	661	vessels.		<hr/>
		Total number of passengers, .	.	12,099

Of these the number of Americans and others of whom no commutation fee could be required,

was	.	.	.	.	.	7,003
Number commuted at \$2 each,	.	.	.	.	.	5,072
for whom bonds were taken,	.	.	.	.	.	19
who died on the voyage,	.	.	.	.	.	5
						<hr/>
						12,099



The aliens who arrived at this port the past year were natives of the following countries, viz. :

England, . . . . .	1,985	Spain, . . . . .	3
British Provinces, . . . . .	4,996	Chili, . . . . .	5
Ireland, . . . . .	2,793	East Indies, . . . . .	4
Scotland, . . . . .	32	Belgium, . . . . .	4
Germany, . . . . .	18	Western Islands, . . . . .	107
Prussia, . . . . .	13	Cuba, . . . . .	4
Sweden, . . . . .	90	Mexico, . . . . .	4
Canada, . . . . .	4	Russia, . . . . .	3
France, . . . . .	5	China, . . . . .	4
Italy, . . . . .	7	Turkey, . . . . .	4
Poland, . . . . .	6	Switzerland, . . . . .	4
Hungary, . . . . .	4	Rome, . . . . .	5
Austria, . . . . .	3	Greece, . . . . .	4
Bavaria, . . . . .	6	Egypt, . . . . .	4
Sardinia, . . . . .	4	Denmark, . . . . .	4
Africa, . . . . .	5	South America, . . . . .	4
Tuscany, . . . . .	5	Australia, . . . . .	4
Portugal, . . . . .	7	Cape of Good Hope, . . . . .	15
West Indies, . . . . .	5	Central America, . . . . .	3
Holland, . . . . .	4	Cape Haytien, . . . . .	4
		<hr/>	
		10,185	

#### CASH RECEIPTS FOR THE YEAR.

Commutation fees for 5,072 passengers, at \$2 each, \$10,144 ; which sum has been paid into the treasury of the Commonwealth, and quarterly reports made to the treasurer of all disbursements, and vouchers for the same placed on file.

The amount refunded for passengers in transit is \$1,912 for 956 passengers.

At the close of the last official year, there was every indication of a large emigration to this port the coming season, but the astounding events that have since taken place have reached the ear and excited the wonder of the humblest of Europe's toiling children, and they look elsewhere for a home for themselves and their posterity. Yet notwithstanding the chaotic state of the business world since the breaking out of the rebellion, the emigration to this port has reached about the same number as landed at this port in the year succeeding the financial crisis of 1857.

The character of the emigration has been good, the emigrants generally being young persons in good health. No contagious diseases have infected any of the emigrant vessels, although in the early part of the season the smallpox was quite prevalent both in Europe and in this country.

The establishment of the line of steamers of the first class, running from Galway, Ireland, to this port, was attended with many unfortunate disasters; the loss of the fine steam-ship *Connaught*, on her second trip, although not attended with loss of life, was a source of great discouragement to emigration by that line, and owing to the withdrawal of the patronage of the British government, the line has been discontinued. I am informed, however, that arrangements satisfactory to both the Company and the British government are about concluded, and that in the spring the line will be re-established under much more favorable circumstances than heretofore. It is to be regretted that steam-ship owners, and the governments, in constructing steam naval vessels, do not adopt more of the appliances of science and the arts to render their ships almost positively secure against fire and flood. So long as our people govern themselves by what *has been* done, rather than by what *may* be done, so long shall we remain behind the age in our passenger and naval steam-ships.

It seems to me to be a proper question to be considered by those in authority, whether owners of passenger steam-ships should not be compelled by law to adopt appliances to render passenger steam-ships comparatively secure in cases of collision, as in the case of the *Arctic*, or in a case of leakage, such as caused the loss of the *Connaught*.

The number of arrivals at this port, of vessels with passengers, is 211 less this year than it was the last year. Of the 5,096 aliens who never before landed in this State, but 51 have sought aid during the year from the Commonwealth at the almshouses and Rainsford Island Hospital. This fact is no less creditable to the character of the emigrants, than to the merchants and their agents who are engaged in this branch of business. Undoubtedly the rigid enforcement of the present laws relative to the landing of alien passengers, and the bonding of such as, in the opinion of the Superintendent, are liable to become dependent on the State, tends to prevent the shipment of a large



number of destitute and infirm persons from some of the European States. This reputation, in my judgment, should be maintained by those administering the laws at the ports of entry in this Commonwealth, for the reason that the high character of our public charitable institutions is as well known abroad as at home; and were it not for the safeguards found in our passenger laws, our present large expenditures would soon be heavily increased, by not only the landing of unfortunate, diseased, and destitute persons from foreign countries, but also from the Canadas and our neighboring sister States.

Of the 51 aliens who received aid from the State the past year,

28	were at Tewksbury Almshouse, averaging 10 weeks and $1\frac{3}{7}$ days, each at an expense of \$1.25 per week, or each at the expense of \$12.74, or a total expense of . . . . .	\$336 52
10	were at Monson Almshouse, averaging 4 weeks, each at an expense of \$1.25 per week; or each at an expense of \$5, or a total expense of . . . . .	50 00
7	were at Bridgewater Almshouse, averaging 8 and $\frac{2}{7}$ weeks, each at an expense of \$1.25 per week, or at an expense of \$8.75 each, or a total expense of . . . . .	61 25
6	were at Rainsford Island Hospital, averaging 4 and $\frac{2}{7}$ weeks, each at an expense of \$2.50 per week, or each at an expense of \$10.36, or a total expense of . . . . .	62 16
<hr/>		
51	in all, at a total expense of . . . . .	\$509 93

A part of this sum will be re-paid to the State from bonds not yet settled.

The undersigned would respectfully call your attention to those sections of the law governing this office, relating to the re-funding the commutation fee in cases where emigrants leave the State. It seems, from my experience, that this law should be so far modified and changed, as only to apply to those passengers going out of the New England States; the great difficulty in identification of the class of persons who become inmates of our charitable institutions render these sections at present almost wholly inoperative. Such persons change their

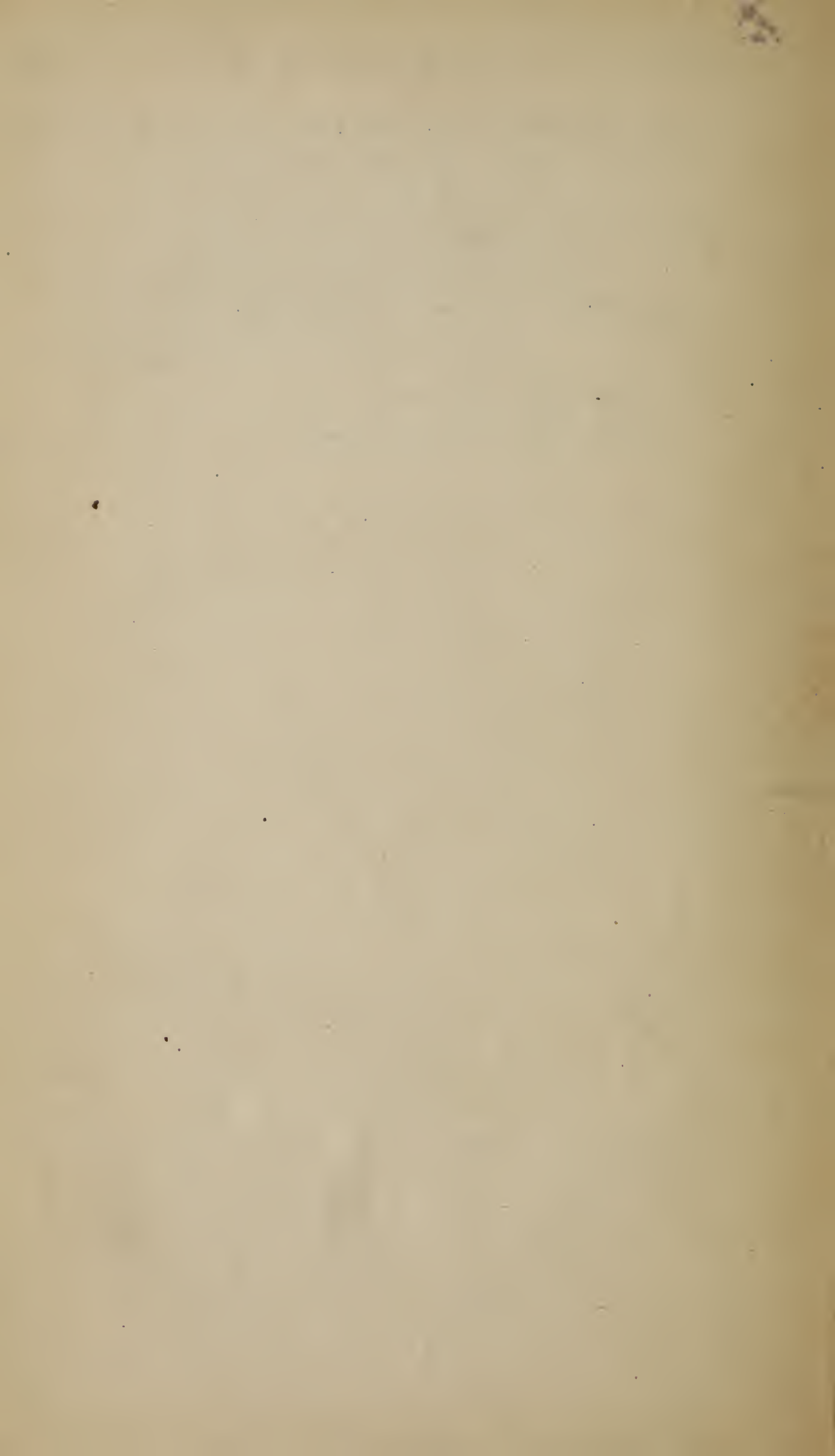


names, forget, or never knew the name of the vessel in which they came to this country; many have similar, or the same names, and it would, in my judgment, be far better for the State only to refund to persons leaving the New England States, as most of such persons remain out of this State, even though having the right to seek aid from our institutions.

It affords me gratification to bear my testimony to the efficiency of my assistants in this department.

EDWARD HAMILTON,  
*Superintendent of Alien Passengers.*







PUBLIC DOCUMENT . . . . No. 16.

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ANNUAL REPORT

OF THE

SUPERINTENDENT OF ALIEN PASSENGERS

FOR THE

PORT OF BOSTON.

1862.

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## Commonwealth of Massachusetts.

*To His Excellency the Governor, and the Honorable Council :*

Herewith I have the honor to present my Annual Report as Superintendent of Alien Passengers for the Port of Boston, from September 30, 1861, to September 30, 1862.

The whole number of passengers arriving at this port the past year, was 8,430, in 666 vessels from foreign ports, as follows, viz. :

In 14	American vessels from England,	.	.	.	684
60	“ “ “ British Provinces,	.	.	.	2,721
49	“ “ “ other places,	.	.	.	397
<hr/>					
In 123	American vessels,	.	.	.	Passengers, 3,802
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In 27	English vessels from England,	.	.	.	1,960
484	“ “ “ British Provinces,	.	.	.	2,527
28	“ “ “ other places,	.	.	.	64
4	Swedish vessels from Gothenburg,	.	.	.	77
<hr/>					
In 543	Foreign vessels,	.	.	.	Passengers, 4,628
123	American vessels,	.	.	.	“ 3,802
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In 666	vessels, total number of passengers,	.	.	.	8,430

Of these the number of Americans and others of whom no commutation fee could be required,

was	.	.	.	.	.	.	.	.	6,231
Number commuted at \$2 each,	.	.	.	.	.	.	.	.	2,168
for whom bonds were taken,	.	.	.	.	.	.	.	.	28
who died on the voyage,	.	.	.	.	.	.	.	.	3
									————— 8,430

The aliens who arrived at this port the past year were natives of the following countries, viz.:

England, . . . . .	647	East Indies, . . . . .	4
British Provinces, . . . .	3,641	Belgium, . . . . .	11
Ireland, . . . . .	579	Western Islands, . . . .	207
Scotland, . . . . .	61	Cuba, . . . . .	6
Germany, . . . . .	31	Mexico, . . . . .	8
Prussia, . . . . .	18	Russia, . . . . .	7
Sweden, . . . . .	92	China, . . . . .	5
Canada, . . . . .	46	Turkey, . . . . .	5
France, . . . . .	37	Switzerland, . . . . .	10
Italy, . . . . .	17	Rome, . . . . .	7
Poland, . . . . .	7	Greece, . . . . .	6
Hungary, . . . . .	8	Egypt, . . . . .	8
Austria, . . . . .	8	Denmark, . . . . .	7
Bavaria, . . . . .	9	South America, . . . .	8
Sardinia, . . . . .	6	Australia, . . . . .	7
Africa, . . . . .	5	Cape of Good Hope, . . .	8
Tuscany, . . . . .	7	Central America, . . . .	8
Portugal, . . . . .	19	Cape Haytien, . . . . .	8
West Indies, . . . . .	4	Saxony, . . . . .	8
Holland, . . . . .	4		
Spain, . . . . .	10		
Chili, . . . . .	6		
			5,600

#### CASH RECEIPTS FOR THE YEAR.

Commutation fees for 2,168 passengers, at \$2 each, amount to \$4,336, which sum has been paid into the treasury of the Commonwealth, and quarterly reports made to the treasurer of all disbursements, and vouchers for the same placed on file.

The amount refunded for passengers in transit, is for 89 passengers, \$178.

Our country the past year has offered few inducements to emigrants, and although labor has been and still is in good demand, yet this fact is only one item in the list of reasons which operate on the minds of those about to abandon the land of their fathers to seek new homes in distant States.

The astonishing influx of men from all climes and countries to ours in the past, is but one of those victories for our institutions given us by peace; and when that happy day returns to us when loyalty and order are restored, we may look for a larger emigration than we have ever before known. This is the opinion of all connected with this business as well as my own.



Although the number of passengers landed at this port was less this year than last, the number of vessels boarded is about the same; although less by over two hundred than we are obliged to board in ordinary years, still we have this year boarded more than one hundred more passenger vessels than are boarded in New York in her most prosperous years.

Of the 2,168 aliens who never before landed on our shores, but 16 have sought aid during the year from the Commonwealth at the almshouses and Rainsford Island Hospital. This fact is not less creditable to the character of the emigrants, than to the merchants and their agents who are engaged in this branch of business. Undoubtedly the rigid enforcement of the present laws relative to the landing of alien passengers, and the bonding of such as in the opinion of the Superintendent are liable to become dependent on the State, tends to prevent the shipment of a large number of destitute and infirm persons from some of the European States. This reputation, in my judgment, should be maintained by those administering the laws at the ports of entry in this Commonwealth, for the reason that the high character of our public charitable institutions is as well known abroad as it is at home; and were it not for the safeguards found in our passenger laws, our present large expenditures would soon be heavily increased, by not only the landing of unfortunate, diseased, and destitute persons from foreign countries, but also from Canada and our neighboring sister States.

Of the 16 persons who received aid from the State, who landed the past year,

5	were at Tewksbury Almshouse averaging $4\frac{3}{7}$ weeks,	
	at an expense of \$1.25 per week, or \$5.54 each,	
	or a total expense of . . . . .	\$27 70
3	were at Bridgewater Almshouse, averaging $13\frac{4}{7}$	
	weeks, at an expense of \$1.25 per week, or \$16.95	
	each, or a total expense of . . . . .	50 85
3	were at Monson Almshouse, averaging $2\frac{1}{7}$ weeks,	
	at an expense of \$1.25 per week, or \$2.68 each,	
	or a total expense of . . . . .	8 04
5	were at Rainsford Island, averaging $5\frac{4}{7}$ weeks, at	
	no expense to State.	

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16	in all, at a total expense of . . . . .	\$86 59
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The five persons at Rainsford Island were sent from the ship "Thomas Jefferson," from Liverpool, sick with the smallpox, and their expenses while there were paid by the consignees of the ship, which sum was paid by me to the Alien Commission, who pay it to the treasurer of the Commonwealth.

I have no suggestions to make relative to any change in existing laws not heretofore published in previous Reports.

It affords me gratification to again bear my testimony to the efficiency of my assistants in this department, and they should have their just share of commendation for aiding me to reduce the expenses of this department to a smaller sum than they were ever before reduced.

EDWARD HAMILTON,  
*Superintendent of Alien Passengers.*









